

Motor Carrier Transportation Advisory Committee

Commerce and Compliance Division
Oregon Department of Transportation
Thursday, October 15, 2026

Housekeeping

- Today's meeting is being recorded.
- We are in a hybrid format.
- For those on Teams:
 - Please mute your visual device and turn down the volume if calling in via phone for audio.
 - Please use “raise hand” function for questions/comments.
- We will pause throughout for questions/comments.
- Please introduce yourself before speaking.

MCTAC Agenda



Motor Carrier Transportation Advisory Committee

Thursday, October 15, 2026 | 9 am to 10:30 am

Meeting Materials: <https://www.oregon.gov/odot/MCT/Pages/MCTAC.aspx>

Click here to join the meeting Audio only: +1 971-277-1965,,339809420#

Time			Topic	Action	Lead
			Welcome and Housekeeping	Introduction	Jason Lawrence
9:00-9:30	30 min	01	OTA Report on Governor’s Rebuilding Our Transportation Vision Workgroup	Information	Jana Jarvis and Mark Gibson
			Jana and Mark will provide the committee a report on the Workgroup’s progress		
9:30-9:45	15 min	02	Delivery and Operations Updates	Information	Elizabeth Papadopoulos
			Elizabeth will look back with a recap of summer and fire season and a look ahead to ODOT’s winter strategy		
9:45-10:00	15 min	03	CCD Household Goods Legislative and Compliance Updates	Information	Leah Cisneros
			Leah will provide a report on HHG compliance efforts following recent legislative changes		
10:00-10:15	15 min	04	Annual ITD Conference Recap	Information	Audrey Lawson
			Audrey will provide a recap of this year’s annual ITD conference		
10:15-10:30	15 min	05	Administrator’s Update and CCD OAR Amendments	Information	Carla Phelps and Jason Lawrence
			- Carla will provide us with a few CCD updates - Jason will provide an overview of some temporary rules for overlength vehicles and the annual adoption of IRP, HVUT and IFTA		
Close		06	Agenda Build and Close	Discussion	All
			Please send agenda items for January 2027’s meeting to Jason		
Next Meeting: Thursday, January 21, 2027 9:00am-10:30 am					

MCTAC Summary Notes – July 16, 2026

Attendees: Members – Carla Phelps (ODOT-CCD), Mark Gibson (OTA), Kristine Kennedy (Highway Heavy Hauling), Donny Callahan (OTTA), Kaiger Braseth (Mountain West Moving), Jon Golly (AOL), Craig Campbell (ORRA), Brian Gray (Gradient), Kira Johnson (OCAPA); Support – Jason Lawrence (ODOT-CCD)

Presenters and Guests – Elisha Brackett (ODOT-CCD), Tim Ghormley (ODOT-CCD), Nick Hopper (ODOT-CCD), Lloyd Pratt (ODOT-CCD), Sven Johnson (ODOT-CCD), Leah Cisneros (ODOT-CCD), Mary McGowan (ODOT), Erik Havig (ODOT), Jana Jarvis (OTA)

Introductions and housekeeping

OTA Report on Governor’s Rebuilding Our Transportation Vision Workgroup – Jana Jarvis, President & CEO, Oregon Trucking Association: Jana joined us to provide an overview of the Governor’s transportation workgroup and how the needs of the trucking industry are being considered in the group’s work and recommendations to the Governor.

New ODOT Transportation Safety Action Plan – Mary McGowan, ODOT TSAP Project Manager: Mary joined us to give an overview of ODOT’s new draft TSAP, lessons learned from recent safety work and next steps ahead.

Truck Parking Study Update – Erik Havig, ODOT Statewide Policy and Planning Manager: Erik provided us an update on ODOT’s statewide truck parking study and what lies ahead.

WMT Simplification Updates – Elisha Brackett and Sven Johnson, CCD: Elisha provided an overview of CCD’s communications strategy for next year’s implementation of weight-mile tax (WMT) simplification, and Sven presented the proposed administrative rule amendments necessary for WMT simplification, along with a few other adjacent OAR amendments.

Agenda build discussion. Close of meeting.

A wide-angle photograph of the Oregon State Capitol building in Salem, Oregon. The building is a large, light-colored stone structure with a prominent central dome topped by a statue. In the foreground, there is a large, well-manicured lawn with a central sculpture of a ship. The lawn is surrounded by numerous cherry blossom trees in full bloom, their white and pink flowers creating a soft, hazy atmosphere. The sky is overcast with grey clouds. The overall scene is peaceful and scenic.

Member and Guest Reports



Member Report: Governor's Rebuilding Our Transportation Vision Workgroup

Jana Jarvis, President and CEO
Mark Gibson, Government Relations Policy Advisor
Oregon Trucking Association



Goals

Build an achievable and comprehensive vision for Oregon's transportation system

Review needs, funding challenges, priorities and tradeoffs

Provide recommendations to the Legislature focusing on affordability, accountability, safety and economic vitality



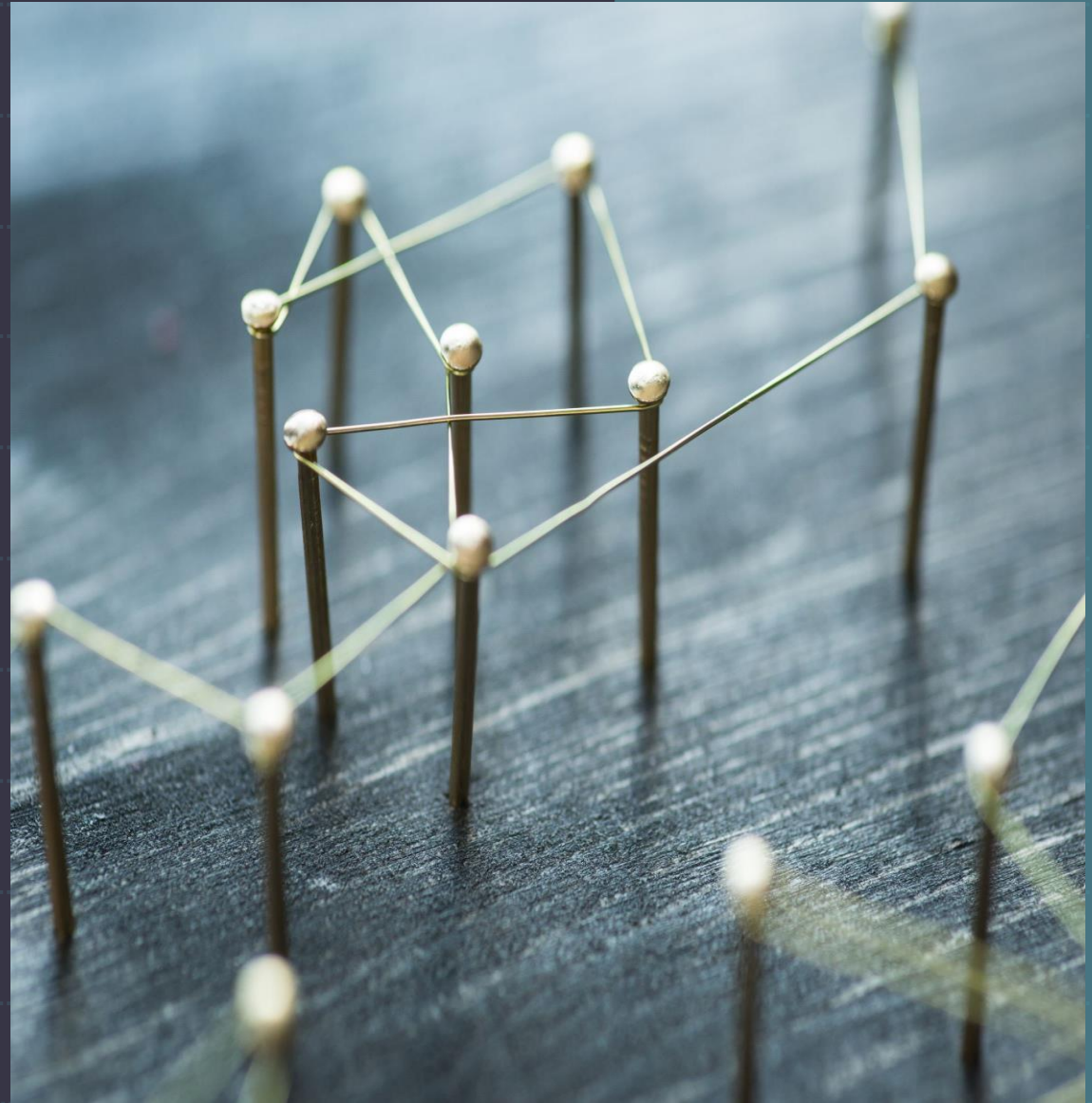
Workgroup Structure

Co-chaired by:

- Grace Crunica, former ODOT director and has held key leadership posts in the transportation industry for over 40 years
- Bruce Hanna, served five-terms in the Oregon House of Representatives (Roseburg) and has a long career in the beverage distribution industry

Ten members come from a variety of backgrounds and perspectives

Monthly meetings from May to November 2026



Visioning Workgroup Monthly Meetings Overview

- Reports & Updates from Subcommittees
- Interact with Legislators
- Hear from a Variety of Transportation Experts
- Consider Recommendations from Subcommittees
- Report on Options to Legislative Members



Incorporating Subcommittees

Subcommittees will meet up to six times by mid-September

While Vision Workgroup meetings are public, subcommittees are not, which:

- Allows for free flow of discussion to consider options
- Offers an open venue to seek consensus on three levels of funding



The diagram consists of six chevron-shaped boxes arranged horizontally, each containing text. The boxes are colored in a gradient from light blue on the left to a slightly darker blue on the right. Each box is a parallelogram with a slanted right side, pointing towards the right. The text inside each box is bold and black.

**Funding Tools
& Financial
Scenarios**

**Maintenance,
Operations,
Preservation &
Emergency
Response**

**Community
Livability &
Safety
Programs**

**Major Project
Funding &
Delivery**

**Transit &
Passenger Rail**

**Freight
Mobility**

► **Six subcommittees provide analysis and recommendations to the committee**

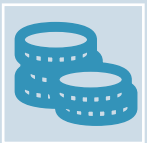
Subcommittees Provide Options to the Workgroup



Impact of No Change to Funding



Impact of Adjustments for Inflation



Impact of Modest Increases to ODOT Funding



Public Engagement & Outcomes

- Workgroup meetings are open to the public
- Meeting recordings & materials are posted online ([Governor's website - Councils](#))
- Feedback can be sent to:
RebuildingTransportation@odot.oregon.gov
- This Workgroup *will not* produce a definitive legislative proposal or bill
- Findings will be presented to the Legislature in late December/early January



Rebuilding Our
Transportation Vision
Workgroup



Freight Committee Update October 2, 2026

- Funding discussion more complicated for this subcommittee since freight needs have two funding sources
 - * Roads - Highway Trust Fund (taxes)
 - * Rail, Marine, Ports - Connect Oregon

Discussion Focused on Defining Needs

- *Historical - Highway Trust Fund
- *Connect Oregon Grant Levels

What If's?

- *No additional funding
- *5% funding increase
- *20% funding increase

Regulatory Impediments

- | | |
|-------------------|----------------|
| *Land Use | *Environmental |
| *Permitting | *Lawsuits |
| *Process barriers | |

Questions?

Mark Gibson

mark@ortrucking.org

541-944-2018



Operations Report: 2026 Summary

Elizabeth Papadopoulos, Statewide Maintenance & Operations Engineer



Weather Impacts – Summer 2026

- As noted previously: The lack of precipitation this winter is raising concerns about the potential for a significant fire season
- This was a record fire season in terms of acres burned in Oregon – both from human ignition and lightning strikes
 - Most fires were in Central and Eastern Oregon
- Actual damage to ODOT infrastructure was small
- ODOT's role in fire response is closing/opening roads and maintaining the right-of-way for the safety of the traveling public.
 - Closures were substantial and at time disrupted key parallel routes (HWY 20 and 26 in Eastern Oregon)
 - Impacts to crews were especially taxing in Region 4. Along with Region 5 that reduced crew ability to carry out needed maintenance



Upcoming Weather

Super El Niño is coming ... and we're not sure what that will mean for us.

- The El Niño climate pattern is known for generally warmer and wetter conditions in the Pacific Northwest. It could result in more or less snow and could be more intense when compared to normal El Niño.
- A warmer and wetter winter typically translates to more plant growth which becomes more fuel for fires.
- El Niño in the PNW can also be drier in the cascade and eastern regions resulting in substandard snowpack. That can also contribute to a worse fire season.



Budget/Vacancy Impacts

Maintenance continues to hold a significant number of vacancies.

- Critical positions are being hired.
- Due to uncertainties tied to the 2027 legislative session, some vacancies are being held through the end of the biennium.
- Crews continue to work at a reduced Level of Service.
- The nature of unplanned vacancies can result in crews not being able to meet critical staffing levels needed to carry out some types of work.



Continued Concerns

The highest priority is crew safety in challenging conditions.

- Crews working on and alongside our highways continue to experience substantial motorist noncompliance with temporary traffic control. In August, an ODOT incident responder was struck and sustained extensive injuries; the motorist being assisted died.
- While felt locally, these issues are nationwide:
 - Significant population driving while under the influence of drugs/alcohol.
 - More extreme/unsafe behaviors.
- ODOT takes safety seriously and is evaluating this incident to identify and implement additional safety enhancements including work zone traffic control, training and equipment.

Questions or Comments?

Thank you!

CCD Updates

Household Goods Compliance Efforts

Leah Cisneros, Investigation and Compliance Unit Manager

Compliance Efforts

- Rotational investigator focused on unauthorized mover compliance.
- Educating to compliance and compliance at the lowest level possible is the goal
- Community engagement – senior care homes, realtors, storage units, government agencies
- Enforcement events with law enforcement partners
- Responding to input from consumers or authorized movers

Compliance Efforts – 2026 by the numbers

- 18 new possible unauthorized movers identified
- 30+ advisory letters sent
 - 11 movers called the investigator and engaged in additional conversations
- 22 unauthorized mover cases either completed or in progress
 - 8 cases involve consumer complaints where transportation was provided
 - 7 cases involve an offer to transport household goods

Conclusion

- Legislative updates to 825.100 and 825.950 expanded our ability to address unauthorized moving companies and increased the civil monetary penalty.
- We seek to educate to compliance first, but we will impose civil monetary penalties when appropriate.
- Community engagement, advisory letters, and civil monetary penalties are some of the tools we use to gain compliance. These are actively being used to address noncompliance in the industry.

Questions or Comments?

Thank you!



ITD Annual Conference Report

Audrey Lawson, CCD ITD Program Manager

ITD Supports Safe and Efficient Freight Movement

How ITD Works

- Electronic credentialing
- Safety information exchange
- Roadside screening

Oregon ITD Goals

Dependable operations

- Keep services reliable as systems change

Trusted information

- Give staff accurate information for decisions

Clear safety values

- Connect investments to safety and service

Progress Since 2025 Workshop

Priority workgroups met from December 2025 through August 2026

Illegal Bypass	FY 2027 research proposal accepted and funded: Pilot progression
In-cab Notifications	Problem statement completed; ITS-supported effort advanced to contract negotiations; RFP progress
Roadside Technology	Questions defined for a needs assessment of virtual weigh station options
Data	Recurring data problems identified, with governance and event records standards proposed

Shaping 2027 ITD Priorities

September 23-24, 2026

- ~ 30 participants

2027 Concept Priority Selection Process

- REVIEW: Consider prior workgroup results; ongoing modernization, research, and technology opportunities
- IDENTIFY: Small group discussions to identify new needs and build on work already underway
- PRIORITIZE: Participant voting to highlight concepts most important to explore over the next year
- DEVELOP: Discuss problems, barriers, and next steps for four work areas

Data Standardization

Build trusted information into modernization

- Document federal requirements
- Define ITD data, business rules and ownership
- Develop data stewards and ecosystem stewardship

2027 Work

- Define shared data rules, definitions, and uses
- Advance consistent documentation and roadside event definitions
- Strengthen data stewardship

Intended Benefit: More reliable and consistent information for operational decisions, with fewer manual corrections and workarounds

Fraud Prevention, Detection and Enforcement

Identify suspected fraud earlier and improve follow through

- Participants identified separate systems and manual referrals as barriers to timely follow-up
- The work starts with a clear problem statement

2027 Work

- Develop a complete problem statement
- Identify earlier detection and modernization opportunities
- Recommend a more efficient referral and follow-up process

Intended Benefit: Earlier identification of suspected fraudulent activity and a shorter path to coordinated compliance action.

Roadside Technology

Match technology investments to documented safety needs

- Aging roadside assets & limited resources
- Opportunity to coordinate planning with infrastructure and IT upgrades

2027 Work

- Validate regional safety and operational needs
- Conduct a technology market assessment (RFI)
- Assess where technologies would provide the greatest value
- Prepare recommendations – technologies, locations, sequence

In-Cab Notifications

Useful information that reaches drivers when they need it

- Prioritize notification types: hazards, restrictions, parking information
- Access and continuity: Support adoption and assess longer-term funding

2027 Work

- Prioritize additional useful driver alerts
- Assess supporting data and connections
- Develop an outreach and adoption approach
- Identify longer term funding options

Intended Benefit: Give drivers timely information that helps them anticipate hazards, slowdowns, closures and restrictions

The Modernization Pipeline Shapes Delivery

Each ITD concept requires:

- A clear safety purpose
- Compatible timing and data connections
- Staff capacity and ongoing support
- Funding

Future work must fit existing commitments and operating capacity

Existing commitments

- CVIEW: shared carrier and vehicle information
- CVR/ORCAA: registration system replacement
- Enforcer Rewrite: roadside workflow

Safety Ideas Should Come From Every Stakeholder

Why It Matters

- Drivers, carriers, staff and partners see different safety risks
- Broader input brings needs into view beyond the workshop

Broader input before the 2027 ITD Workshop

- Watch for pre-workshop request for safety concepts

Questions or Comments?

Thank you!

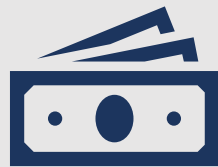


Administrator's Repot

Carla Phelps, CCD Administrator

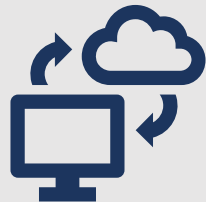


Truck Taxation Modernization



July 1, 2027
WMT Simplification

- Fewer tax rates
- Registered weight
- Flat fees adjusted



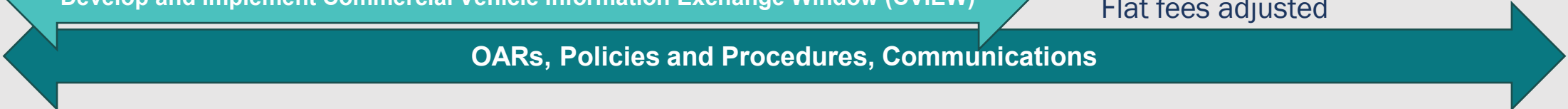
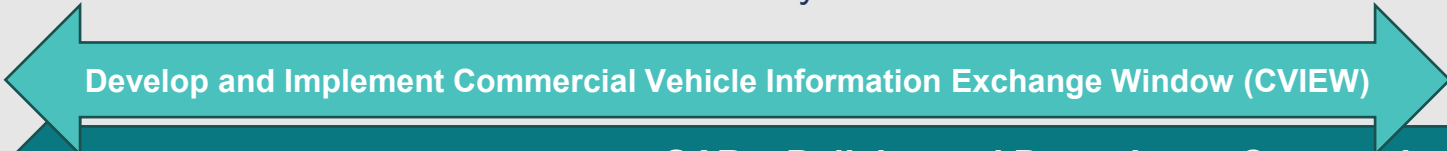
July 1, 2029
New CVR System (ORCCA)

- Commercial Vehicle Registration with IRP/IFTA
- IFTA statute/enforcement
- Dyed diesel enforcement



July 1, 2029
New Hybrid Model Implemented

- New hybrid model for improved cost responsibility
- Heavy trucks pay fuels tax and reduced WMT rates
- Electric trucks pay WMT
- Flat fees adjusted



Weight-Mile Tax (WMT) Simplification and Flat Fee Changes

Effective July 1, 2027

Changes include:

- Fewer tax rates (from 85 to 10)
- WMT based on **registered** weight
- No longer need to declare and report multiple weights for different configurations
- Following the flat fee study:
 - Sand and gravel rates increase
 - Log rates decrease
 - Wood chips are no longer a flat fee commodity

WMT Simplification | Status Report

Go Live:
July 1, 2027

Status:
Green

Key Accomplishments:

- Project Resourcing
- Business Requirements
- Impact Analysis
- System Programming
- OAR Changes
- Communications Campaign

Communications to Industry:

- MOTA Spring 2027
- Regular Updates to *Motor Carrier* News Subscribers
- Education and Awareness



Also on the Horizon: Hybrid Tax System - July 2029

- Full participation in IFTA
- Diesel becomes a motor fuel taxed at first sale in Oregon
- Heavy trucks pay fuels tax at the pump
- WMT rates, flat fee rates and RUAF rates reduced
- Higher WMT for electric
- Dyed diesel enforcement
- IFTA statute/enforcement



Supporting Truck Taxation Policy Changes: CVIEW and ORCAA

CVIEW Accomplishments:

- Project Resourcing
- Current State Documentation
- Impact Analysis
- Solution Vendor – Intent to Award

Important Dates:

- Release 1: November 2027
- Release 2: July 2029

ORCAA Accomplishments:

- Project Resourcing
- System Requirements
- Impact Analysis
- Solution Vendor - Intent to Award

Important Dates:

- Go-Live: July 2029

HB 4007 (2026) - Milk Truck Pilot Program

- Five-year pilot program for milk up to 129k lbs.
- Eastern Oregon between milk farms and stations, with connections to WA and ID
- ODOT authorized to adopt all OAR necessary for the program
- CCD will create a new variance permit for pilot program vehicles
- Annual reports to OTC on impacts to safety, bridges and pavement
- Final report September 2032
 - Complimentary to larger truck study

Questions or Comments?

Thank you!

Oregon Administrative Rule: Temporary Administrative Order

Jason Lawrence, CCD Rules Coordinator

OAR Division 73 – Length Restrictions

- Clarifying definitions pertaining to combinations not subject to overall length restrictions
 - Specifically, automobile and boat transporters
 - Bringing consistency between our definitions and federal definitions
- Concern: Judges have disaffirmed over-length citations issued by MCEOs leading to the unsafe operation of overlength configurations
- Problem: The use of “may” in definitions in OAR 734-073-0051 (11) and (12) (defining “traditional automobile transporter” and “traditional boat transporter”); lack of clarity on “high mounts”

OAR 734-073-0051, Definitions

(1) "Automobile transporter" means a combination of vehicles that transports vehicles on a semitrailer and may also transport vehicles on the power unit behind the cab or on an over-cab rack. **"Automobile transporter" does not include standard "high-mount" tractor-semitrailer combinations, in which a tractor cannot haul cargo above the cab or on its chassis.**

[...]

(11) "Traditional automobile transporter" means an automobile transporter having the fifth-wheel assembly over the drive axle(s) and towing a semitrailer[. *The*], **with a** power unit [*may*] **that** includes a framework or other assembly that provides the ability to also transport automobiles.

(12) "Traditional boat transporter" means a boat transporter having the fifth-wheel assembly over the drive axle(s) and towing a semitrailer[. *The*], **with a** power unit [*may*] **that** includes a framework or other assembly that provides the ability to also transport boats.

Annual Adoption of IRP, HVUT and IFTA

- These amendments are simply our annual adoptions, turning over the year 2026 to 2027.
 - For IRP: 740-200-0010
 - For HVUT: 740-200-0020
 - For IFTA: 740-200-0040

Questions or Comments?

Thank you!

Agenda Build for January 21, 2027



- What would you like us to cover in January?
- Please send your suggestions to Jason

Additional Resources & Information

- [Oregon Transportation Plan](#)
- [Oregon Transportation Commission](#)
- [Oregon Freight Advisory Committee](#)
- [Urban Mobility Office](#)
- [Equity and Mobility Advisory Committee](#)
- [Oregon Safety Transportation Plan](#)



For questions or comments about MCTAC meetings, please email:

MCTACContacts@odot.Oregon.gov



TEMPORARY ADMINISTRATIVE ORDER

INCLUDING STATEMENT OF NEED & JUSTIFICATION

DOD 2-2026

CHAPTER 734

**DEPARTMENT OF TRANSPORTATION
DELIVERY AND OPERATIONS DIVISION**

FILED: 10/08/2026 11:29 AM

ARCHIVES DIVISION SECRETARY OF STATE & LEGISLATIVE COUNSEL

FILING CAPTION: Clarifying Definitions Pertaining to Combinations Not Subject to Overall Length Restrictions
(Automobile and Boat Transporters)

EFFECTIVE DATE: 10/08/2026 THROUGH 04/05/2027

AGENCY APPROVED DATE: 10/08/2026

CONTACT:

Jason Lawrence
503-991-3904
jason.lawrence@odot.oregon.gov
455 Airport Road SE Bldg A
Salem, OR 97301

Filed By:

Winnie Dawn
Rules Coordinator

NEED FOR THE RULE(S):

Recently, judges have disaffirmed over-length citations issued by motor carrier enforcement officers, leading to the unsafe operation of overlength configurations. The courts' conclusions are based primarily on the use of "may" currently in definitions in OAR 734-073-0051(11) and (12) (defining "traditional automobile transporter" and "traditional boat transporter," respectively). With the word "may," vehicles that are not automobile transporters or boat transporters may operate with vehicle configurations beyond intended legal limits established in federal law. This temporary rulemaking removes the use of "may" in these definitions and incorporates into them the language, "a power unit that includes a framework or other assembly that also provides the ability to transport" automobiles or boats. An additional amendment to OAR 734-073-0051(1) includes language from federal law to further ensure clarity by excluding from the definition of "automobile transporter" standard "high mount" tractor-semitrailer combinations, as described in the rule. These amendments align definitions in Oregon law with those in federal law, ensuring proper length restrictions appropriately apply to each vehicle configuration.

JUSTIFICATION OF TEMPORARY FILING:

- (1) Without these amendments to the Definitions rule, CCD anticipates the ongoing issuance of unenforceable citations. Continued use of “may” in OAR 734.073.0051 allows motor carrier citations to be dismissed in court, which could embolden carriers into operating beyond legally allowed lengths. This could lead to increased safety hazards along our highways as overlength vehicles pose risks on highways not designed for them—such as insufficient lane width, reduced maneuverability and higher crash potential. This could undermine CCD’s regulatory authority, as enforcement officers might lose credibility and deterrence, potentially leading to noncompliance by carriers. Furthermore, repeated operation of oversize vehicles accelerates degradation of our vital infrastructure. Finally, conflicts between OAR and federal requirements could pose a risk of legal challenges or loss of federal funding.
- (2) The traveling public suffers due to increased crash risk, traffic congestion and delays due to improperly sized vehicles. CCD suffers enforcement inefficiency, reduced authority and increased administrative burden. Municipalities and local road jurisdictions face infrastructure damage and safety hazards without ability to enforce length limits. Taxpayers ultimately shoulder costs of infrastructure repair and increased accident rates. Finally, law-abiding motor carriers can face unfair competition from carriers operating outside legal limits.
- (3) Immediate action is critical, as delay amplifies risk. Every day without the rule amendment perpetuates allowable overlength operation. The continued use of “may” in the current rule reinforces the current interpretation and reversing that interpretation may become more difficult over time. Finally, safety outcomes can degrade measurably, as the longer vehicles continue to operate beyond limits, increasing crash exposure and infrastructure damage.
- (4) The temporary rule mitigates these harms by clarifying the intent of Oregon law and aligning it appropriately with federal law, amending the language to clarify the definitions and ensure citations can be upheld by the courts. This restores CCD’s enforcement efficacy, and our officers can regain the ability to issue enforceable citations for non-compliant vehicles. Legal certainty discourages carriers from running overlength configurations unlawfully, deterring unsafe operations and reducing safety risks. By ensuring compliance, the rule helps prevent wear, collisions and related costs.

DOCUMENTS RELIED UPON, AND WHERE THEY ARE AVAILABLE:

None.

AMEND: 734-073-0051

RULE TITLE: Definitions

RULE SUMMARY: Cleaning up definitions to match federal definitions to ensure consistency in size and weight enforcement.

RULE TEXT:

As used in Division 73 rules, the following definitions shall apply:

- (1) "Automobile transporter" means a combination of vehicles that transports vehicles on a semitrailer and may also transport vehicles on the power unit behind the cab or on an over-cab rack. "Automobile transporter" does not include standard "high-mount" tractor-semitrailer combinations, in which a tractor cannot haul cargo above the cab or on its chassis.
- (2) "Automobile transporter towing stinger-steered semitrailer" means an automobile transporter having the fifth-wheel assembly mounted on a stinger or extension to the framework of the truck. The fifth-wheel connection must be behind and below the axle in front of it.
- (3) "Boat transporter" means a combination of vehicles that transports boats on a semitrailer and may also transport boats on the power unit behind the cab or on an over-cab rack.
- (4) "Boat transporter towing stinger-steer semitrailer" means a boat transporter having the fifth-wheel assembly mounted on a stinger or extension to the framework of the truck. The fifth-wheel connection must be behind and below the axle in front of it.

- (5) "Bus" means a vehicle designed and operated exclusively to transport not less than 10 persons excluding the driver, primarily for hire. The term "bus" does not include motor homes or busses converted or used for any other purpose.
- (6) "CCD" means Commerce and Compliance Division of the Oregon Department of Transportation.
- (7) "Drive-away saddlemount vehicle transporter combination" and "drive-away saddlemount with fullmount vehicle transporter" means a combination of vehicles consisting of a truck-tractor that tows not more than three saddlemounted vehicles. These vehicles may also include not more than one fullmounted vehicle.
- (8) "Fullmount" means a smaller vehicle mounted completely on the frame of either the first or last vehicle in a saddlemount combination.
- (9) "Overall length," as used in Division 73 is as defined in OAR 734-071-0010(2)(i).
- (10) "Saddlemount" means vehicles in which a truck or truck tractor tows one or more trucks or truck tractors, each connected by a saddle to the frame or fifth wheel of the vehicle in front of it. The saddle is a mechanism that connects the front axle of the towed vehicle to the frame or fifth wheel of the vehicle in front and functions like a fifth wheel kingpin connection.
- (11) "Traditional automobile transporter" means an automobile transporter having the fifth-wheel assembly over the drive axle(s) and towing a semitrailer, with a power unit that includes a framework or other assembly that provides the ability to also transport automobiles.
- (12) "Traditional boat transporter" means a boat transporter having the fifth-wheel assembly over the drive axle(s) and towing a semitrailer, with a power unit that includes a framework or other assembly that provides the ability to also transport boats.
- (13) "Truck-tractor semitrailer-semi-trailer" means a combination of vehicles consisting of a truck-tractor which also tows two semitrailers connected by kingpin to fifth-wheel assemblies. These combinations of vehicles do not have an intermediate converter dolly between the two semitrailers which is normally used in double trailer operations. This is commonly referred to as a 'B-Train.'

STATUTORY/OTHER AUTHORITY: ORS 184.619, 810.050, 810.060, 818.200

STATUTES/OTHER IMPLEMENTED: ORS 818.030, 818.200, 818.220